



DEVELOPMENT ACTIVITIES OF SOCIETY (DAS)

Report on The Baseline study 2024

Study Title: Baseline study on the project, Enforcing Tobacco Control Law 2005 in Bus and Water Transport: Empowering Through Capacity Building and Communication.

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I would like to express my sincere gratitude to the Development Activities of Society (DAS) for entrusting me with the responsibility of conducting the baseline study titled *"Enforcing Tobacco Control Law 2005 in Bus and Water Transport: Empowering Through Capacity Building and Communication."* This research is critical for assessing the current state of tobacco control enforcement in public transport sectors and for formulating impactful interventions.

I am deeply appreciative of the support and collaboration extended by the DAS team throughout the research process, particularly in providing critical insights, logistical support, and access to essential data. The structured framework and guidance outlined in the concept note were invaluable in designing and executing the study, ensuring that it aligns closely with the project's goals and objectives.

I extend my gratitude to all stakeholders, including public transport authorities, law enforcement officials, and passengers, who participated in the study. Their contributions are fundamental to understanding the existing gaps and opportunities in tobacco control enforcement and to developing strategies for creating smoke-free environments in public transport.

Finally, I acknowledge the dedication and efforts of the field enumerators, survey supervisors, and data analysts who worked tirelessly to ensure the quality and accuracy of data collection and analysis.

This acknowledgement is a testament to the collective efforts of all involved, and I look forward to contributing further to the success of the project.

Md. Asrar Habib

Consultant

ACRONYMS

BRTA	Bangladesh Road Transport Authorities
BIWTA	Bangladesh Inland Water Transport Authority
BIWTC	Bangladesh Inland Water Transport Corporation
BMET	Bureau of Manpower, Employment and Training
BATA	Bangladesh Anti-Tobacco Alliance
DAS	Development Activities of Society
TC	Tobacco Control
TV	Television
TAPS	Tobacco Advertising, Promotion and Sponsorship
LGD	Local Government Department
NTCC	National Tobacco Control Cell
WHO	World Health Organization

EXECUTIVE SUMMARY

This baseline study, conducted by the Development Activities Society (DAS) under the Tobacco Control Project 2024, explores the enforcement of the Smoking and Using of Tobacco Products (Control) Act, 2005 in the public transport sector of Bangladesh. Focusing on bus terminals and waterway launch terminals in Dhaka and adjacent areas, the study assesses compliance, identifies enforcement challenges, and proposes strategies to strengthen law implementation.

Key Findings:

A. Awareness & Compliance with Tobacco Control Law 2005

- 98.93% of passengers and 99.07% of staff are aware that smoking in public places is punishable.
- 94.39% of staff received no formal training on enforcement.
- 20.64% of passengers reported never seeing "No Smoking" signage in terminal areas.
- Only 15.55% of passengers and 42.06% of staff found enforcement adequate.

B. Smoking Behavior in Transport

- 43.97% of passengers and 42.06% of transport staff identified as smokers.
- 31.11% of transport staff reported smoking "always" or "often."
- 15.85% of passengers admitted to smoking "always" in transport areas.

C. Challenges in Enforcing the Law

Among Transport officials,

- 98.13% cited of passenger unawareness.
- 64.49% pointed to cultural acceptance of smoking.
- 59.81% feared passenger confrontation.
- 56.07% got inadequate management backing.
- 37.38% felt penalties for violations were too tolerant.

transport staff, and transport connecting stakeholders.

The study aims to assess the enforcement landscape of the Tobacco Control Law within public transport systems, examining the extent to which regulations are upheld. It seeks to identify the roles and responsibilities of key stakeholders in ensuring compliance with the law and solutions for enhancing enforcement, comprising specialized training for enforcement, raising public awareness, and implementing stricter penalties to deter violations.

A mixed-methods approach involving surveys, interviews, and observations was conducted across 3 intercity bus terminals, 5 local bus stops, and 2 river ports, targeting 540 respondents, including passengers,

The study provides demographic perceptions into public transport users and staff, highlighting significant patterns in age, occupation, and frequency of use. The majority of passengers (44.24%) are aged between 26 and 40, while a considerable portion of transport staff (28.97%) fall within the 41-60 age range. In terms of occupation, businesspersons make up the largest segment (40.21%), followed by private employees (35.12%) and students (14.75%), reflecting a workforce-driven commuter base. Remarkably, 34.05% of passengers use public transport daily, indicating a strong reliance on these services. These findings underscore the importance of effective tobacco control enforcement in public transport settings, as a large segment of the population is regularly exposed to the risks of secondhand smoke.

Recommendations

- Capacity Building:
 - Train transport staff and law enforcement officials on the provisions of the Tobacco Control Act and on the conflict management resolution.
 - Increased management support from the immediate authorities for enforcement efforts.
- Enhanced Awareness Campaigns:
 - Install more "No Smoking" signage in visible locations to make the terminals smoke-free environment.
 - Regular public announcements to educate passengers and staff on the health risks of smoking and legal provisions.
- Technology and Policy Strengthening
 - Introduce Mobile Apps for reporting on violations of TC Law and thereof taking action accordingly.
 - Establish effective monitoring and reporting system of relevant law enforcement authorities.
- Collaborative Efforts:
 - Effective engagement of transport unions and local governments in enforcement.
 - Develop public-private partnerships to facilitate training and awareness initiatives.

Effective enforcement of the Tobacco Control Law in Bangladesh's transport sector requires a multifaceted approach, combining stakeholder capacity building, awareness initiatives, and policy interventions. By addressing existing challenges and fostering collaboration, Bangladesh can achieve significant progress in reducing tobacco-related harm in public spaces.

This study serves as a foundation for future interventions and offers actionable insights for policymakers, transport operators, and public health advocates.

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CHAPTER 1: Introduction

1.1 Background:

The Tobacco Control Law 2005 in Bangladesh, formally known as the "Smoking and Using of Tobacco Products (Control) Act, 2005," was a landmark measure aimed at reducing the harm caused by tobacco use. Despite progress in various areas, enforcing the law in public transport, including buses and water transports, remains a persistent challenge. Public transport is a critical sector for enforcement, given its high density of users and the risk of exposing non-smokers to secondhand smoke. To address this issue, it requires a comprehensive approach centered on capacity building and effective communication.

Development Activities Society (DAS) is implementing a project titled "Enforcing Tobacco Control Law 2005 in Bus and Water Transport: Empowering Through Capacity Building and Communication" and is currently in its first quarter of scheduled 18 months. The project seeks to run into the pressing issues related to tobacco control in Bangladesh, promote a smoke-free environment in public transport, and ultimately improve public health by reducing tobacco-related harm. The project activity will covers 3 (three) intercity bus terminals of Dhaka, Gabtoli, Mohakhali, Sayedabad; 5 (five) local bus stop Azimpur, Mirpur, Mohammadpur, Victoria park, Fulbaria and 2 (two) river port connecting Dhaka, the capital city with other districts of the country Dhaka Sadarghat and Aricha of Manikgonj district.

A baseline study is decisive to understand the condition of tobacco product use, status of enforcement of tobacco control laws, and the role of transportation officials and law enforcement associates in the project area, and to plan project activities.

Despite legal prohibitions, violations persist due to weak enforcement mechanisms and a lack of awareness. Many transport operators and passengers are either unaware of the law or do not understand its significance. Moreover, misconceptions about the right to smoke in open or semi-closed spaces further complicate enforcement efforts. Various studies and literature describe that, the use of Tobacco products is a massive public health issue worldwide, and long-term smoking causes a variety of problems including morbidity and premature death. Bangladesh being a densely populated country, second hand smoke (SHS) is a recognized public health risk here. According to GATS 2017, 18% of adults in Bangladesh (19.2 million) presently smoke tobacco, by which SHS exposure particularly high in public transportation is

44% and indoor workplace is 42%. A compliance study of 2024, conducted by DAS on public transport reveals that 54% of passengers are still unaware of the effect of secondhand smoke.

According to BRTA and Bangladesh Jatri Kallan Samiti, all over Bangladesh, some 30,000 inter-district buses and 4,500 local public buses transport millions of commuters in Dhaka every day. Again, as stated by the BIWTA and BIWTC, more than 160 thousand passengers travel daily from and to Dhaka on 45 routes of the country through Sadarghat, Paturia and Aricha launch terminals. A significant number of people are exposed to second-hand smoke in shops, canteens, transport compartments, and terminal areas. According to the baseline survey report of DAS, there is 486 shops selling tobacco products in Gabtoli, Mohakhali, and Syedabad bus terminals of Dhaka. No permanent shops sell tobacco products inside the three river ports connecting to Dhaka, but certain canteens on ferries and large launches do sell tobacco products while underway. A limited number of hawkers were seen selling tobacco products at these terminals. Regular passengers of public transport informed that there is no control over the shops by the appropriate authorities for selling tobacco products. The picture of acceptance and control of tobacco products in other terminals selected for the project is not promising.

There are various authorities and enforcement mechanisms that are active in road and water transport sectors. BRTA, BRTC, DTCA, BIWTA, BIWTC, City corporations, terminal lessee, and various labor organizations play different roles in enforcement mechanisms. However, the transport labor federation truly dominates this process. Another point is that although the public transports are parked or anchored in the terminal area of Dhaka, they originate at the local level and have traveled the entire nation. The majority of the public transports proprietors in this situation are on a local level.

The overall purpose of the project is to contribute to the effective implementation of the tobacco control law through controlling the smoking in the bus terminals and waterway launch terminals smoke free and TAPS free.

This smoke-free intervention will be continuing with the cooperation and collaborative efforts of concerned terminal authorities and officers, LGIs, Transport Police officers, and other related stakeholders through making them sensitized and capacitated about the enforcement of existing tobacco control law-2005 of the country. Obviously, increasing awareness of general public against smoking will also be taken into account to achieve the project goal. The project action will be implemented by organizing appropriate campaign programs, conducting

training workshops, meeting with the stakeholders and ensuring enforcement mechanisms such as the mobile court, monitoring and establishing the complaining system.

The study aims to provide a comprehensive understanding of the current enforcement landscape, identify critical gaps and opportunities, and propose effective strategies for empowering stakeholders through capacity building and communication to ensure better compliance with the Tobacco Control Law 2005 in the bus and water transport sectors. At the initial stage of the project intervention, this study information would be necessary to making the project plans and intervention more functional and situational. In addition, this exploratory data will provide valuable information to public and private social development agencies, researchers, tobacco control activists, and the public.

1.2: Study Objectives

To assess the current state of enforcement of the Tobacco Control Law 2005 in bus and water transport sectors with a view to develop strategies for enhancing compliance through targeted capacity building and communication initiatives.

Specific Objectives:

- To evaluate the current level of compliance with the Tobacco Control Law 2005 among bus and water transport operators and to identify common violations and challenges faced in enforcing the law.
- To assess the roles, responsibilities, and influence in promoting compliance identifying key stakeholders involved in the enforcement of the Tobacco Control Law 2005 in bus and water transport.
- To identify the barriers and constraints that hinder effective enforcement of the Tobacco Control Law 2005 in bus and water transport and explore potential solutions to overcome these barriers and enhance law enforcement.
- To measure the change in attitudes and behaviors related to tobacco use among transport operators and passengers as a result of enforcement activities.
- To establish key performance indicators (KPIs) and data collection methods to track progress and impact over time.

1.3: Methodology

Key Survey Indicators:

- Awareness and perception of tobacco control laws among respondents.
- Role and effectiveness of transport officials and law enforcement in curbing tobacco use.
- Observations on the enforcement of tobacco laws in transport areas.

Survey area and population

- Passengers using public transport (buses, launches, and ferries) in Dhaka city.
- Transport workers including drivers, conductors, and staff.
- Law enforcement officers and transportation officials operating in the project area.

Sampling Technique:

- Stratified random sampling will be used to ensure representation from different transport modes and stakeholders.
- The population will be stratified into three categories: (i) bus terminals, (ii) launch terminals, and (iii) transport offices and Other stakeholders.

Sample Size Calculation:

Sample size is 540, allocated by the proportion to the estimated passenger and worker volumes in different transport modes.

Stratification within each mode:

- Passengers (74%): Randomly selected at boarding and waiting areas.
- Transport Workers (20%): Includes drivers, conductors, and other workers.
- Other stakeholders (6%): Includes transport authorities, enforcement and other concerned.

Category	(%)	Sample Size
<i>Passengers</i>	<i>74%</i>	<i>340</i>
<i>Transport Workers</i>	<i>20%</i>	<i>100</i>
<i>Transport Officials, Enforcement & Other</i>	<i>6%</i>	<i>30</i>
<i>Terminals & Transport observation</i>		<i>70</i>
<i>Total</i>	<i>100%</i>	<i>540</i>

The survey population and location are given in the table 1.

Table 1. Survey population, sample and location

	Particulars	Sample	Remarks
Survey by Kobocollect	Passengers in intercity bus terminals: Gabtoli, Mohakhali & Sayedabad.	90	30 passengers from each terminal
	Passengers in Dhaka city bus stoppages: Mirpur, Azimpur, Victoria Park, Fulbaria and Mohammadpur.	150	30 passengers from each stoppage
	Passengers in river ports: Sadarghat, and Arica.	100	50 passengers from each ports
	Transport staff/workers	100	10 from each terminal or port
	Sub-Total	440	
Key informant Interviews	Direct Stakeholders	20	BRTA, BRTC, BIWTA, BIWTC, Bus terminal Authority, river port authorities, Trade unions
	Other Stakeholders	10	NTCC, BATA, LGIs
	Sub-Total	30	
Eye Observations	Terminals & stoppages	10	3 intercity bus terminals, 5 local bus stoppages and 2 river ports
	Bus & water transports	60	intercity buses, Local bus, Launches, ferries
	Sub-total:	70	
Grant total		540	

Ethical Considerations:

- Verbal informed consent will be obtained from participants.
- Data will be collected anonymously to ensure respondent confidentiality.

Expected Outcome:

- Identification of gaps in tobacco law enforcement in public transport.
- Insights into the effectiveness of current tobacco control measures.
- Recommendations for policy improvements and targeted interventions.

Questionnaire/checklist development and training of enumerators:

Questionnaires/checklists for the survey will be developed keeping in mind the aims and objectives of the project, and the research questions and will be reviewed and approved where necessary by the DAS Designated Officers. In the presence of DAS officials, two-day training for data collectors, enumerators will be organized at DAS office. Enumerators will be well-informed about survey questions and pre-tested questionnaires in training. They are taught techniques for both quantitative and qualitative data collection and transcription where necessary through this training.

Methods of data collection:

Both the quantitative and qualitative approaches will be applied for the data collection of the baseline survey. The study conducted a questionnaire survey for passengers & transport staff, eye observation of transports and terminal areas, and interviews with authorities of both the waterway and road transports and with connecting other stakeholders using a set checklist.

Semi-structured Interview

Semi-structured interviews will be carried out with three types of targeted population, i.e., passengers, workers/staff and the authorities of road & waterways transport in project intervention areas. In addition, the survey will cover 30 Key informant interview with respective project stakeholders, e.g., NTCC, BRTA, BIWTA, BATA, LGIs, terminal authorities and employee union/owner associations. The field enumerators will collect information from the selected sample respondents and the interviews will be conducted for the following sections: First, the respondents will be provided detailed information on individual roles and responsibilities to implement the anti-tobacco law properly. Secondly, some of the analysis will be done on respondents' knowledge and awareness of harmful effect of tobacco use, secondhand smoking, the Tobacco Control Act etc. All the quantitative data will be collected online using software like Kobocollect data collection form.

Eye Observation will reflect

- Display of mandatory 'no smoking signs' at strategic places in establishments and in vehicles. Signage Requirements-Dimensions, content and format of signs, located at strategic places and transports complying with law or not.
- Smoking inside terminal areas (within 100 meters) and transports.
- Existence of ashtrays, matches, cigarette butts visible at the location and transports.
- TC Policy related enforcement.

Data Analysis:

The quantitative data will be analyzed using statistical software STATA, SPSS; number of statistical techniques includes ranging from simple frequency distribution to cross tabulation.

The qualitative data will be analyzed manually by following coding and recoding process.

Quality control will be followed in every stage of the study. The consultant, Survey Manager and respective staff of DAS will provide extensive guidance.

CHAPTER 2: Demographic Information

Demographic information of Study respondents are described in this chapter. The survey considered public transport passengers, transport staff and others related to transport as respondents. Figure 2.1 shows the age-based analysis of the passengers of public bus and water transports.

Figure 2.1: Distribution of surveyed Passengers of Public Transports (Bus and Water Transports) by age

Figure 2.1 shows that almost half (44.24%) of the surveyed public transport, (bus and waterway) passengers were between 26 and 40 years of age. A quarter of the passengers were between 18 and 25 years of age and 41 and 60 years of age, respectively. On the other hand, the proportion of passengers aged 61 and above was 3.75% and the lowest was only 1.61% of passengers were below 18 years of age.

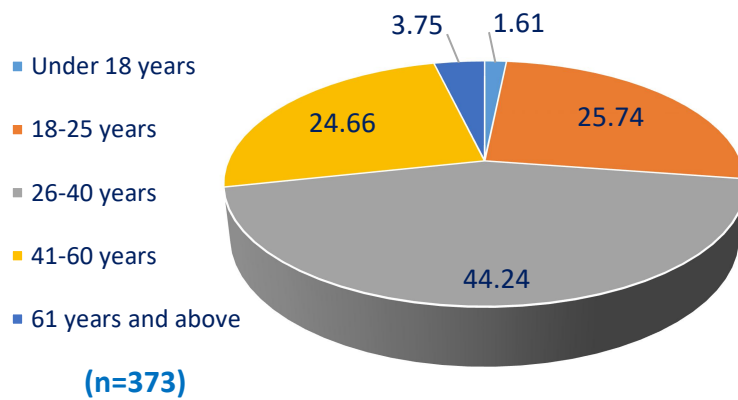
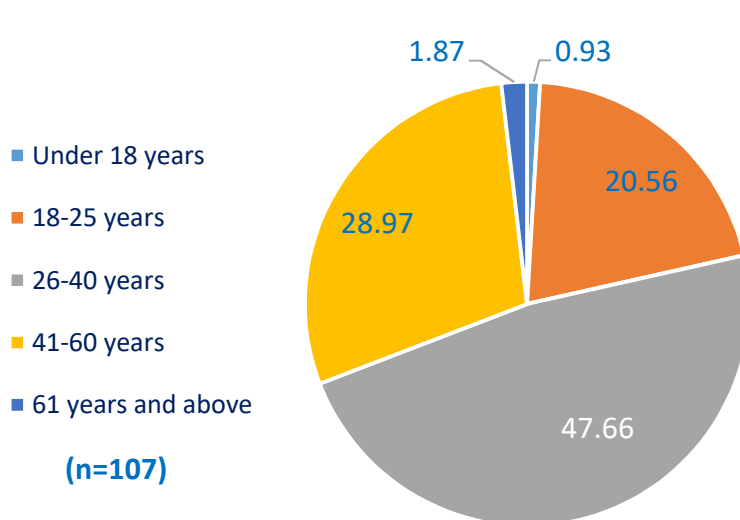


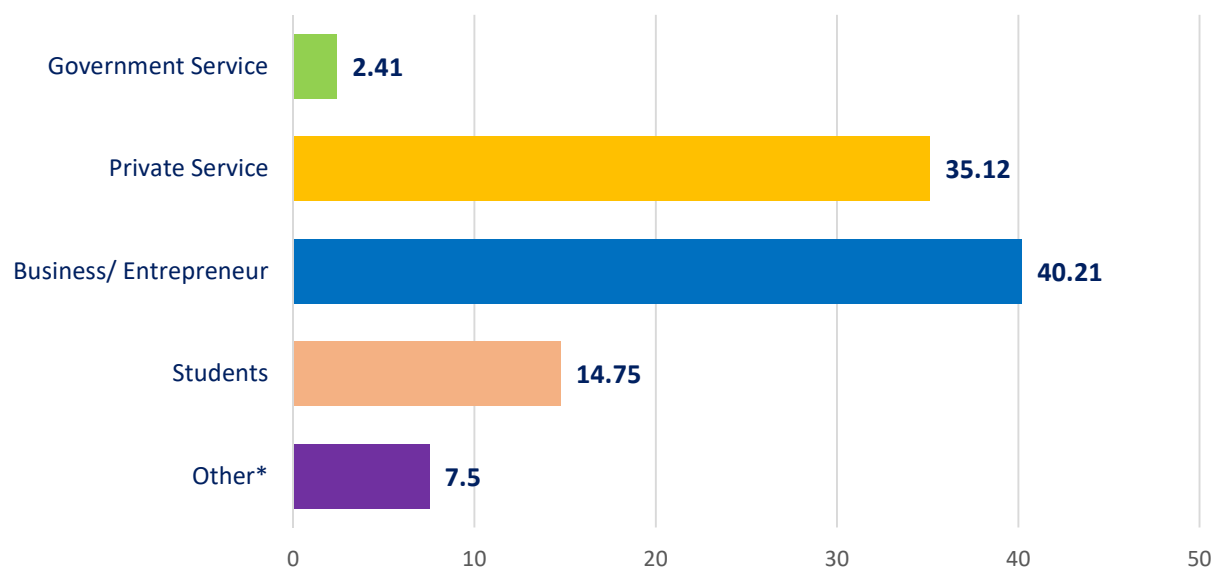
Figure 2.2: Distribution of surveyed Staff & Workers of Public Transports (Bus and Water Transports) by age



The age distribution of public transport workers and staff are showing in the figure 2.2 which indicates that the majority are between 26 and 40 years old (47.66%), followed by those aged 41 to 60 (28.97%), and 18 to 25 (20.56%). Notably, individuals under 18 (0.93%) and over 61 (1.87%) constitute a minimal proportion of users. It

displays public transport services are predominantly utilized by the working-age population, with limited engagement from younger and older age groups.

Figure 2.3: Distribution of surveyed Passengers of Public Transports (Bus and Water Transports) by Occupation

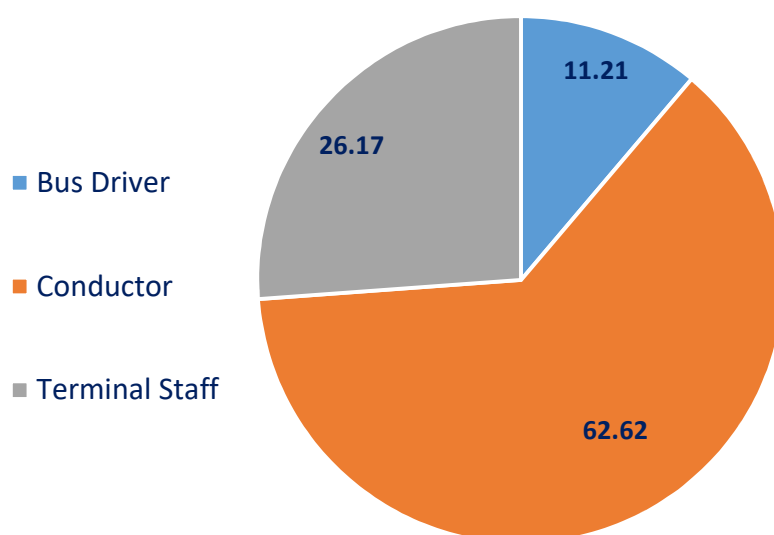


**Other include Agriculture, Retired, Housewife and Unemployed.*

(n=373)

Figure 2.3 shows surveyed public transport passengers (n=373) as 40.21% businessperson or entrepreneurs, 35.12% private employees, 14.75% students, 2.41% government employees, and the other 7.5% are from agriculture, housewives, retired person or unemployed.

Figure 2.4: Proportion of transport staff and workers by their role in transport sectors



The proportion of transport workers by types of their role in the transport areas are shown in Figure 3.1. The largest proportion (62.62%) of the transport staff/ employees participating in the survey were bus conductors or launch-ferry cabin crew. Bus drivers / launch-ferry

masters were 11.21% and the remaining 26.17% were terminal staff.

Figure 2.5: Proportion of transport staff and workers by their working experiences in transport sectors

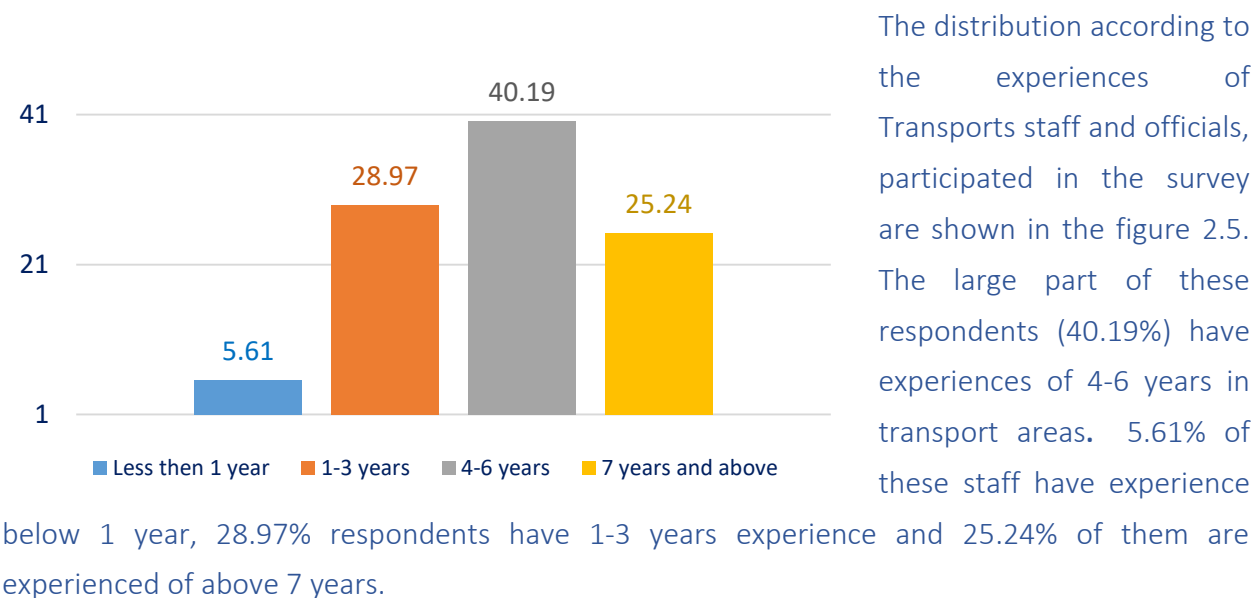
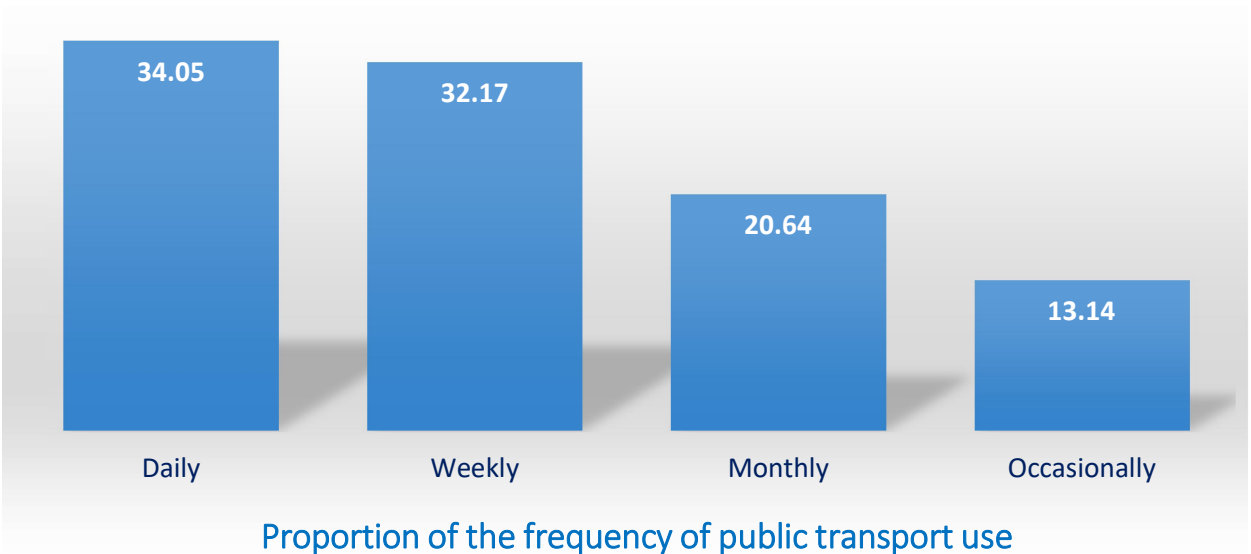


Figure 2.6: Frequency of Public Transport Use by the passenger



CHAPTER 3: Awareness and Compliance with TC Law 2005

The Tobacco Control Law 2005 in Bangladesh aims to mitigate the harm caused by tobacco use, yet compliance in public transport remains a pressing issue. Public transport, including buses, launches, and ferries, serves millions of passengers daily, making it a critical area for enforcement. However, widespread smoking in these settings exposes countless individuals to the dangers of secondhand smoke, highlighting the need for greater awareness and collaboration among transport officials and other stakeholders to ensure compliance.

3.1: Roles and Responsibilities

Transport officials, such as bus operators, ferry crews, terminal managers, and regulators, play a pivotal role in enforcing the Tobacco Control Law in public transport. They are responsible for creating and maintaining a smoke-free environment by displaying "No Smoking" signage, educating passengers, and addressing violations. However, limited awareness of the law's provisions and the health risks associated with smoking often hinders effective enforcement. Capacity-building initiatives are crucial to address this gap. Training programs should educate transport officials on the specifics of the law, its penalties, and strategies for conflict resolution when addressing violations. Empowering transport officials ensures they can act as both enforcers and advocates for public health.

Enforcing tobacco control measures in public transport also requires active collaboration with other stakeholders. Policymakers and regulatory authorities must strengthen the legal framework and provide clear enforcement guidelines, ensuring regular inspections and imposing penalties for non-compliance. Law enforcement agencies play a complementary role by addressing violations, supporting transport officials during enforcement drives, and holding offenders accountable.

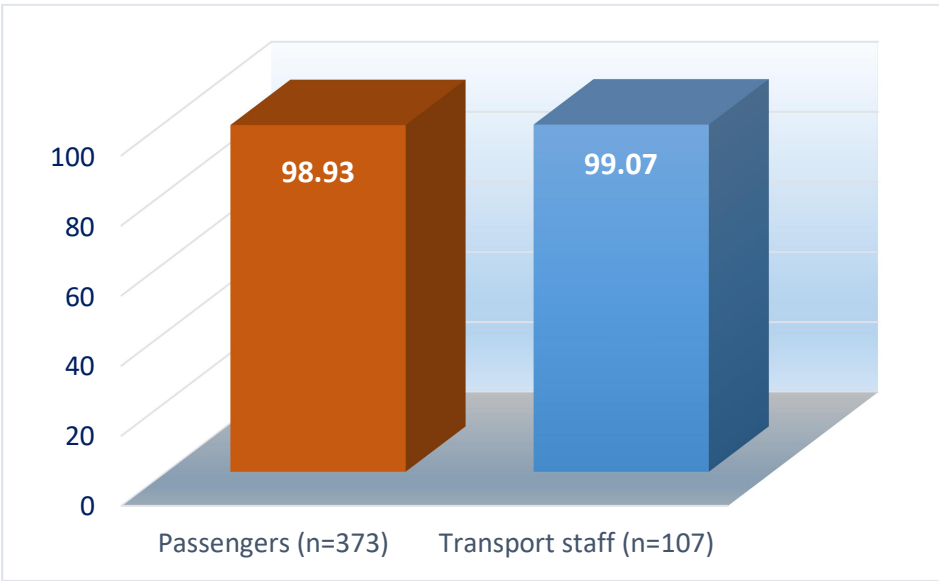
Non-governmental organizations (NGOs) and civil society groups are also instrumental in raising awareness and supporting enforcement efforts. They can conduct targeted campaigns, train transport workers, and mobilize community support for smoke-free environments. Their grassroots connections can help foster local ownership of compliance efforts. Additionally, the general public plays a crucial role by asserting their right to smoke-free spaces, reporting violations, and supporting enforcement measures. Public participation fosters accountability and builds collective pressure for compliance.

Raising awareness is fundamental to achieving compliance. Campaigns tailored to the transport sector should use accessible messaging to educate passengers, operators, and officials. Posters, audio announcements, and videos in buses, ferries, and terminals can serve as constant reminders. Partnering with influencers and celebrities to promote smoke-free transport can further amplify the message. Leveraging technology, such as mobile apps for reporting violations and social media for disseminating success stories, can enhance public engagement and awareness.

3.2: Respondents’ Inspection

The study remarks, a collaborative framework is essential for sustainable enforcement. Regular coordination between transport officials, policymakers, law enforcement, NGOs, and unions can align efforts and resources. Transport unions can integrate tobacco control measures into their operational guidelines, ensuring widespread institutional compliance. Public-private partnerships can also provide funding and expertise for training and awareness programs.

Figure 3.2.1: Proportion of Passengers and Staff that aware of smoking in public places is punishable according to the TC Law 2005



Almost all of the general public transport passengers who participated in the survey are aware that smoking in public places is punishable by law according to the TC Law 2005. It was 98.93% (n=373) as shown in Figure 3.2.1. Remarkably, all

of the staff and workers of public transport who participated in the survey are aware that smoking in public places is punishable by law according to the TC Law 2005. It was 99.07% (n=107) as per the study. On the other hand, 94.39% (n=107) of the above staff reported that they had not received any training on the enactment and provisions of the Tobacco Control Act.

Figure 3.2.2: Public transport passengers noticed any 'No Smoking' signage in bus terminals/river ports

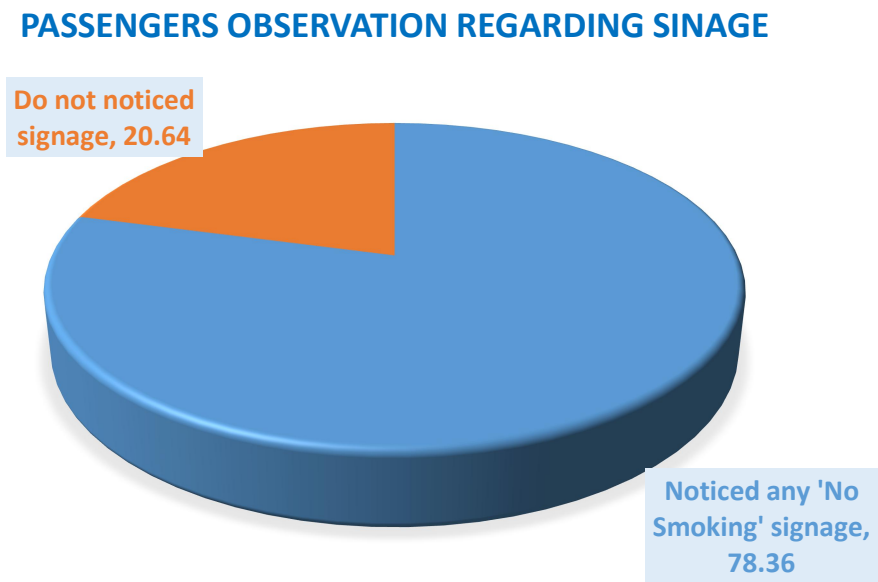
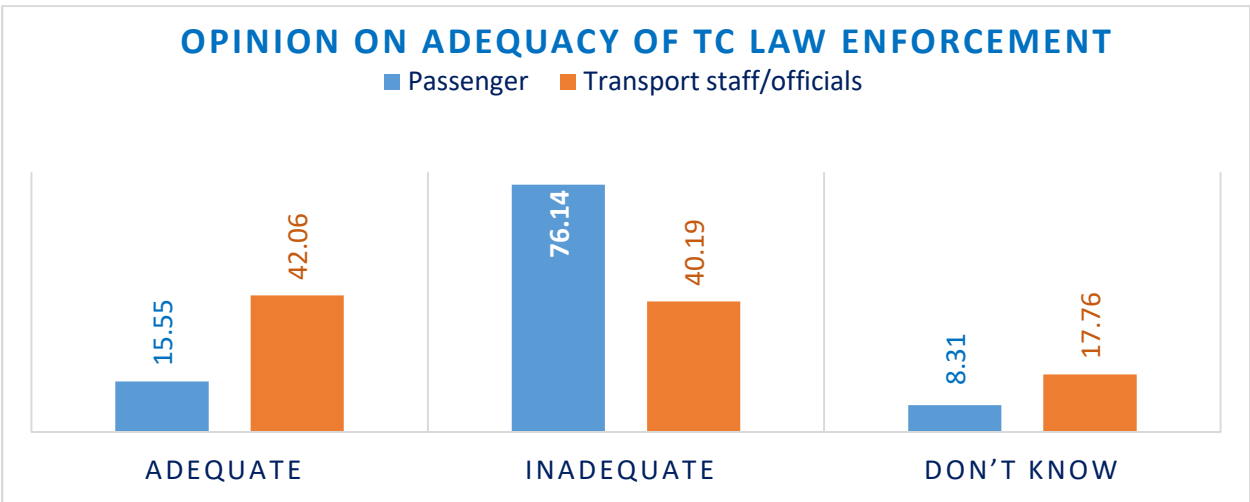


Figure 3.2.2 displays passengers’ observation regarding visible Anti-Tobacco Signage in public transports and terminal areas. It reveals one-fifth (20.64%) of public transport passengers did not see any anti-tobacco signage. However, since 78.36% of them reported seeing it, which assumed there is not enough signage in easily visible places on public transport and in terminal areas.

Figure 3.2.3: Opinion of passengers and staff on Adequacy of the Tobacco Control Law enforcement in bus and water terminal.



As part of the survey, both passengers and transport workers were asked whether TC law enforcement in the transport area was adequate. Very few respondents said they did not know.

The study revealed a significant disparity in perceptions of tobacco control law enforcement between passengers and transport staff/officials at bus and water terminals. Figure 3.2.3 displays only 15.55% of passengers found enforcement adequate, compared to 42.06% of transport staff. A majority of passengers (76.14%) deemed enforcement inadequate, whereas 40.19% of staff shared this view. Additionally, 8.31% of passengers and 17.76% of staff were unsure about enforcement adequacy, highlighting varying levels of awareness and satisfaction.

3.3: Compliance with the 'No Smoking' policy

Bangladesh's Tobacco Control Law prohibits smoking in public transport and transport areas to safeguard public health. The law mandates the display of 'No Smoking' signage in vehicles and terminals, bans tobacco advertising, and prohibits tobacco sales near transport zones.

Table 3.3.1: Compliance with the 'No Smoking' policy in Public Transport and terminal area.

Particulars	Response (%)	
	Passenger	Transport staff and officials
Always	44.50	7.48
Often	42.63	9.35
Sometime	8.58	4.67
Rarely	3.49	19.63
Never	0.8	58.88
Total:	100.00 (n=373)	100.00 (n=107)

Table 3.3.1 indicates differing perceptions of compliance with the 'No Smoking' policy in public transport and terminal areas between passengers and transport staff/officials. Among passengers, 44.50% observed compliance "always," and 42.63% noted it "often". In contrast, only 7.48% of staff reported "always" compliance, and 58.88% said it was "never" followed. While rare or occasional compliance was minimal among passengers, 19.63% of staff noted "rarely" and 4.67% "sometimes" compliance, reflecting contrasting experiences and awareness.

The above scenario indicated, fostering awareness and compliance with the Tobacco Control Law 2005 requires a multifaceted approach involving transport officials and other stakeholders. By building capacity, enhancing awareness, and fostering collaboration, Bangladesh can transform its transport sector into a model of tobacco control, protecting public health and advancing the broader goal of a smoke-free environment.

CHAPTER 4: Experiences and Observations

The Tobacco Control Law 2005 in Bangladesh is a significant legislative step toward reducing tobacco-related harm. However, enforcing this law in public transport, including buses, launches, ferries, and terminals, faces persistent challenges. Based on real-world experiences and observations, these barriers stem from cultural norms, limited awareness, weak enforcement, and operational constraints, which collectively undermine compliance efforts.

4.1 Challenges and Barriers

The lack of awareness among stakeholders is one of the primary challenges in implementing functional enforcement of TC Law 2005. Many transport operators, including drivers, conductors, and ferry crews, are unaware of their responsibilities under the law or the penalties for non-compliance. Similarly, passengers often do not know their right to a smoke-free environment or understand the health risks of secondhand smoke. This knowledge gap prevents both groups from prioritizing compliance, perpetuating widespread violations.

Social and cultural norms further complicate enforcement. Smoking is deeply embedded in Bangladeshi society and is often seen as a personal choice rather than a public health issue. This cultural acceptance makes it difficult to challenge smoking in public transport. Passengers who oppose smoking may hesitate to confront violators for fear of conflict, while transport operators may avoid intervening to prevent alienating customers or losing business.

Enforcement efforts are also hampered by weak monitoring and accountability mechanisms. Regulatory bodies and law enforcement agencies lack sufficient resources and personnel to monitor compliance effectively. Most enforcement activities are concentrated in urban areas, leaving rural and inter-district routes largely unchecked. Moreover, transport operators are rarely held accountable for violations occurring on their vehicles or vessels, creating an environment where compliance is not a priority.

Operational challenges further exacerbate the problem. The logistical complexity of public transport, including crowded buses and ferries, makes it difficult to identify and address individual violators. Additionally, transport workers often operate on tight schedules and are under pressure to maximize passenger loads, leaving them little time or motivation to enforce tobacco control measures.

Resistance to change is another significant barrier. Many transport workers view enforcement as an additional burden that disrupts their routines, while passengers who smoke often resist

restrictions. This resistance undermines efforts to create a smoke-free environment and discourages transport operators from actively enforcing the law.

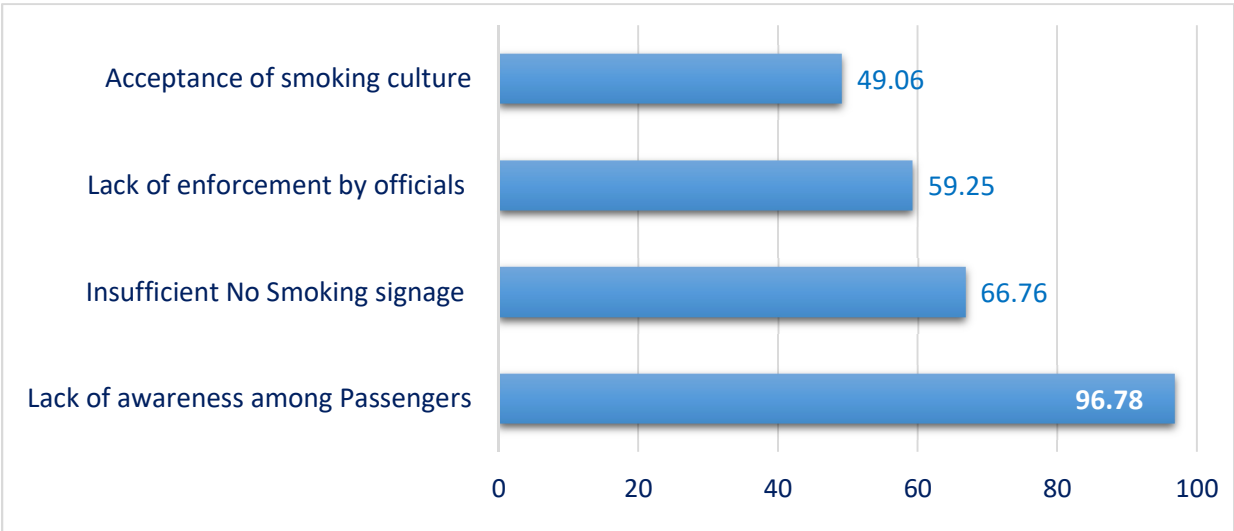
4.2: Respondents’ Observation

Inadequate awareness campaigns compound the problem. While public awareness initiatives exist, their reach and impact remain limited, especially in rural areas. Campaigns often fail to engage stakeholders effectively or address transport-specific challenges, leaving many unaware of their responsibilities and the health risks of tobacco use in public spaces.

Passengers of Public Transports (Bus and Water Transports) were asked, whether they have ever reported any smoking situation marking as violation to a transportation officials or law enforcement staff. 98.93% (n=373) of them said no in response. Although the number of people seeking redress in smoking incidents is very low, in 75% of cases, the person in charge has taken necessary action in response to the complaint immediately.

Passengers of Public Transports (Bus and Water Transports) were asked about the common challenges they marked in enforcing the Tobacco Control in transports and Terminal areas. Their responses are shown in the following figure.

Figure 4.2.1: Passengers observation on Enforcing TC Law at Transport areas



The study identifies key challenges in enforcing tobacco control (TC) laws based on passenger observations. Figure 4.2.1 shows a vast majority (96.78%) highlighted a lack of awareness among passengers as the primary barrier. Additionally, 66.76% pointed to insufficient "No Smoking" signage, indicating poor communication of the policy. Enforcement issues were significant, with 59.25% attributing non-compliance to the lack of action by officials. Moreover, 49.06% believed

that the acceptance of smoking culture further hindered the effectiveness of TC law enforcement, showcasing a multifaceted problem.

4.3: Responsibility of Transport staff and Officials regarding TC Law Enforcement

Transport staff and officials, who were respondents to the survey, were asked whether they had a role in the implementation and enforcement of the Tobacco Control Law in their respective work areas. A satisfactory rate of transport workers and officials reported having a role in the enforcement of tobacco control laws, as shown in Figure 4.3.1.

Figure 4.3.1: Distribution of Transport officials by their role in enforcing TC Law in their work place

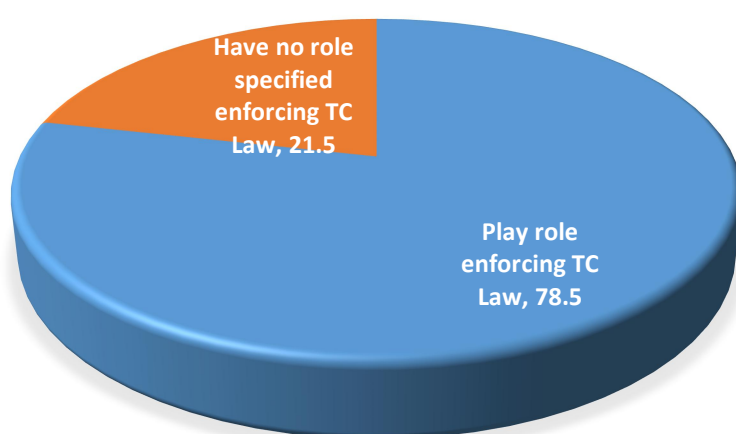


Figure 4.3.1 shows the proportion of roles played by responsible transport staff and officers in the workplace in relation to the violations of tobacco control law. Out of 107 respondents, 78.5% reported their involvement. On the other hand, 21.5% reported that they had no

officially specified role in the implementation and enforcement of the Tobacco Control Law.

Table 4.3.1: Proportion of actions taken by responsible transport officials after noticing violation of TC Law in their respective areas

Action taken	Proportion*
Warn the violator	82.24
Take disciplinary action according to the law	40.19
Report to higher authorities	48.60
Ignore the violation incident	13.08
*multiple responses	(n=107)

The study highlights the actions taken by transport officials upon noticing violations of tobacco control (TC) laws. Table 4.3.1 shows the action taken by the transport officials in response to the violation of TC Rule in the terminal area. The majority (82.24%) reported warning violators as the primary response. Additionally, 48.60% chose to report violations to higher authorities, while

40.19% took disciplinary actions as prescribed by the law. However, 13.08% admitted to ignoring violations. These findings suggest that while proactive measures like warnings are common, enforcement through formal actions remains inconsistent among officials.

Table 4.3.2: Proportion transport officials that received any support or training regarding enforcement of TC Law in their respective areas

Transport staff and officers were asked whether they had received any support or training from their employing organization regarding the enforcement of the Tobacco Control Act. Their responses in this regard are shown in Table 4.3.2.

Particulars	Proportion*
Training and guidelines	72.90
Clear instructions and policies	52.34
Materials like signage and posters	61.68
Regular monitoring and feedback	48.60
No support	33.64
*multiple responses	(n=107)

The study reveals that a majority of transport officials received some form of support or training regarding tobacco control (TC) law enforcement. Shown in Table 4.3.2, 72.90% reported receiving training and guidelines, while 61.68% were provided with materials like signage and posters. Clear instructions and policies were given to 52.34%, and 48.60% noted regular monitoring and feedback. However, 33.64% of officials reported receiving no support at all, highlighting a gap in the comprehensive implementation of enforcement measures.

4.4: Challenges in enforcing the Tobacco Control Law 2005

Transport officials and staff were asked, whether they have ever faced any resistance or negative reactions when trying to enforce TC Law. They replied, they have found negative reaction from passengers in all the cases of TC Law enforcing situation.

Table 4.4.1: Main challenges faced by transport officials in TC law enforcement

Key Challenges faced	Proportion*
Lack of awareness among passengers and staff	98.13
Cultural acceptance of smoking	64.49
Fear of confrontation with violators	59.81
Inadequate support from the Management	56.07
Insufficient penalties for violations	37.38
*multiple responses	(n=107)

The study identifies major challenges faced by transport officials in enforcing tobacco control (TC) laws. Table 4.4.1 indicates a vast majority (98.13%) cited a lack of awareness among passengers and staff as the primary issue. Cultural acceptance of smoking was noted by 64.49%, and 59.81% mentioned fear of confrontation with violators. Additionally, 56.07% highlighted inadequate support from management, while 37.38% pointed to insufficient penalties for violations. These findings underscore the need for increased awareness, stronger institutional support, and stricter penalties to enhance enforcement efforts.

Inadequate awareness campaigns compound the problem. While public awareness initiatives exist, their reach and impact remain limited. Campaigns often fail to engage stakeholders effectively or address transport-specific challenges, leaving many unaware of their responsibilities and the health risks of tobacco use in public spaces.

Corruption and a lack of political will weaken enforcement efforts. In some cases, violators evade penalties through bribery, and transport operators exploit connections with local authorities to avoid accountability. Without strong political commitment and transparent enforcement, compliance remains inconsistent.

Addressing these challenges requires a multifaceted approach. Capacity-building initiatives can train transport operators and enforcement personnel, while targeted awareness campaigns can shift cultural perceptions and empower passengers to assert their rights. Strengthening monitoring, accountability, and political commitment, alongside expanding enforcement to rural areas, can significantly improve compliance. By tackling these barriers, Bangladesh can make meaningful progress in enforcing the Tobacco Control Law and protecting public health in its transport sector.

CHAPTER 5: Attitudes and Behaviors Related to Tobacco Use

The attitudes and behaviors of passengers and transport staff play a significant role in shaping the environment within public transport in Bangladesh. Despite the provisions of the Tobacco Control Law 2005, smoking remains prevalent in local buses, launches, ferries, and terminal areas, largely due to social acceptance and a lack of enforcement. Understanding the perspectives and actions of these stakeholders is essential for addressing compliance gaps and fostering a smoke-free transport culture.

For many passengers, smoking in public transport is either normalized or tolerated. Cultural norms often view smoking as a personal habit, with little regard for its impact on others. Passengers who smoke may not consider the health risks of secondhand smoke or the discomfort it causes non-smokers. Furthermore, in many cases, non-smoking passengers are hesitant to confront violators due to fear of conflict or social stigma. They may also feel that addressing the issue is the responsibility of transport staff rather than their own. This passive acceptance perpetuates a permissive environment where smoking continues unabated.

Some passengers, however, are vocal about their dissatisfaction with smoking in transport spaces. These individuals are often aware of the law and concerned about the health implications of secondhand smoke. Yet, their efforts to challenge smoking are often met with resistance or apathy, both from violators and transport staff. This lack of support discourages them from further action, creating a cycle where smoking goes unchecked.

5.1: Experience of Smoking

The behaviors of transport staff, including drivers, conductors, and ferry crew members, also significantly influence the prevalence of smoking. Many staff members smoke themselves, setting an example that normalizes the behavior for passengers. Others may view smoking as a way to relieve stress during long working hours. Even when staff are aware of the law, they often fail to enforce it, either because they fear alienating passengers or because they lack training on how to handle such situations.

Table 5.1.1: Proportion of respondents with smoking behavior

Particulars	Response (%)	
	Passenger	Transport staff and officials
Smoker	43.97	42.06
Non-Smoker	49.60	43.93

Particulars	Response (%)	
	Passenger	Transport staff and officials
Former smoker	6.43	14.02
Total:	100.00 (n=373)	100.00 (n=107)

The Table 5.1.1 highlights smoking behavior among passengers and transport staff/officials. Among passengers, 43.97% identified as smokers, 49.60% as non-smokers, and 6.43% as former smokers. Similarly, 42.06% of transport staff were smokers, 43.93% non-smokers, and 14.02% former smokers. These findings reveal a high prevalence of smoking among both groups, with a notable portion of former smokers among transport staff. This indicates the need for targeted interventions to reduce smoking rates in these populations.

Almost all public transport passengers (99.73% n=376) are well aware of the harmful effects of second-hand smoke. They said they learned about this important public health issue from various government and private campaigns, and especially from the activities of anti-tobacco activists in public transport and terminal areas.

Table 5.1.2: Frequency of smoking among the passengers and the transport staff and officials

Particulars	Response (%)	
	Passenger	Transport staff and officials
Always	15.85	31.11
Often	28.05	31.11
Sometime	39.02	17.78
Rarely	15.24	11.11
Never	1.83	8.89
Total:	100.00 (n=164)	100.00 (n=45)

The study examines the frequency of smoking among passengers and transport staff/officials. The frequency of smoking among survey respondents who are smoker or previous smoker in public transport and terminal areas is shown in Table 5.1.2. Among passengers, 15.85% smoked "always," 28.05% "often," and 39.02% "sometimes," with only 1.83% reporting they "never" smoked. In contrast, 31.11% of transport staff smoked "always" and "often," while 17.78% smoked "sometimes," and 8.89% "never" smoked. These findings indicate more frequent smoking behavior among transport staff compared to passengers, emphasizing the need for targeted smoking cessation programs for both groups, particularly staff.

Transport staff may not view enforcing the Tobacco Control Law as their responsibility. They often prioritize operational tasks, such as maintaining schedules and managing passenger loads, over public health concerns. Without clear directives or incentives to enforce the law, staff are unlikely to intervene when passengers smoke.

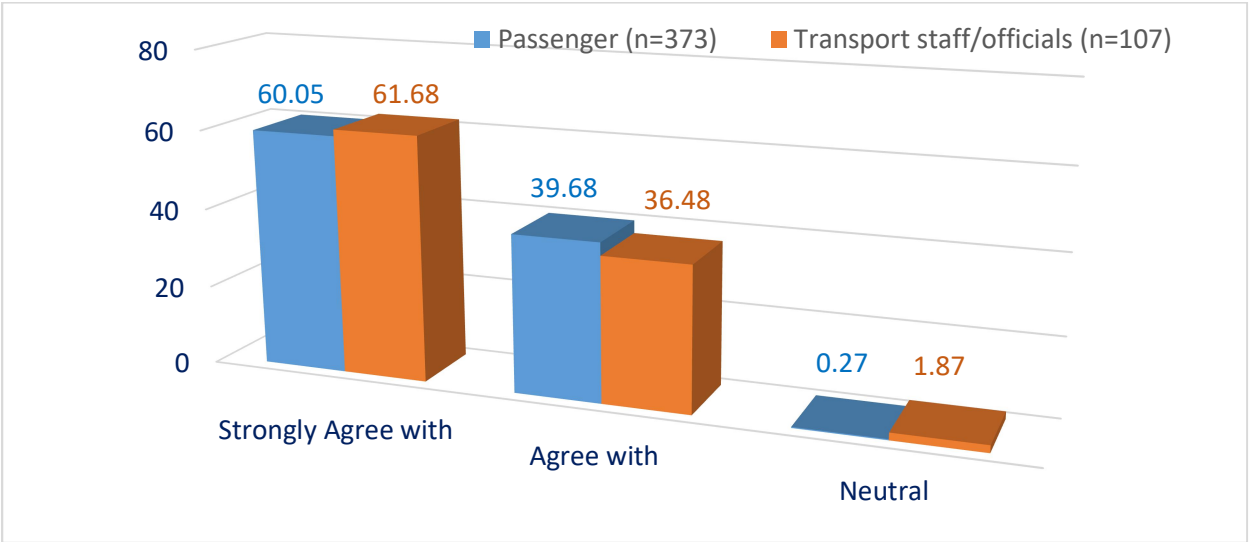
Resistance to change is another challenge among both passengers and staff. Smokers often perceive smoking restrictions as an infringement on their personal freedom, leading to defiance when confronted. Transport staff may resist enforcing anti-smoking measures, viewing them as additional burdens that disrupt their routines.

To address these attitudes and behaviors, targeted awareness campaigns are essential. Passengers need to be educated about their right to a smoke-free environment and encouraged to report violations. Similarly, transport staff require training on the health risks of smoking, the provisions of the law, and practical strategies for enforcement. By addressing the social norms and misconceptions that perpetuate smoking in public transport, these efforts can help foster a culture of compliance and mutual respect for public health.

5.2: Attitudes Towards Smoke free Environments

The opinion of the respondents who participated in the survey was sought to know how beneficial it is for public health if a tobacco-free environment can be ensured in the public transport and terminal areas of Bangladesh. A snapshot of their views is shown in Figure 5.1.

Figure 5.2.1: Staff/officials' affirmation on ensuring a smoke-free environment in public transport areas



CHAPTER 6: Recommendations and Improvements

6.1: Measures Improving TC Law Enforcement

The measures that respondents think can be taken to improve the enforcement of the Tobacco Control was an open question in the survey. Different comments were found in its response. Table 6.1.1 places passenger's opinions.

Table 6.1.1: Passengers' notions for improving TC law enforcement in public transport and terminal areas

Particulars	Passengers' Response (%)*
Increase No smoking signage and public awareness campaign	99.46
Regular patrolling by the enforcement	76.94
Stricter penalties for TC rule violator	63.54
Education program for Transport staff and passenger	60.8
*Multiple response	(n=373)

Table 6.1.1 shows passengers' submissions for improving tobacco control (TC) law enforcement in public transport and terminal areas. It reveals that nearly all passengers (99.46%) emphasized the need for increased "No Smoking" signage and public awareness campaigns. Regular patrolling by enforcement officials was supported by 76.94%, while 63.54% called for stricter penalties for violators. Additionally, 60.8% recommended educational programs targeting both transport staff and passengers. These findings call attention to the importance of awareness, enforcement, and education to enhance TC law compliance.

Table 6.1.2: Passengers' notions for improving TC law enforcement in public transport and terminal areas

Particulars	Transport staffs' Response (%)*
Increase Training and awareness program for transport staff	97.20
More visible signage and information materials	67.29
Stronger support from management and authorities	72.90
Stricter penalties for TC rule violator	51.40
Keep designated smoking areas away from public spaces	48.60
*Multiple response	(n=107)

The study also highlighted transport staff and workers' suggestions for improving tobacco control (TC) law enforcement. Table 6.1.2 shows a majority (97.20%) emphasized the need for

increased training and awareness programs for transport staff, while 72.90% called for stronger support from management and authorities. Additionally, 67.29% recommended more visible signage and information materials, and 51.40% supported stricter penalties for violators. Furthermore, 48.60% suggested relocating designated smoking areas away from public spaces. These findings underscore the need for comprehensive support, education, and infrastructure improvements to enhance TC law enforcement.

6.2: Suggestions regarding TC Law Enforcement

Transport staff/officials recommendation on how can transportation officials and law enforcement be better supported to enforce TC Law provisions. The key suggestions from the passengers are displayed in Table 6.3.

Table 6.2.1: Transport staff/officials' thinking for improving TC law enforcement in public transport and terminal areas

Particulars	Transport staffs' Response (%)*
Provide more training and workshop	96.25
Provide more resources and manpower	54.96
Ensure public recognition for enforcing the Law	54.96
*Multiple response	(n=359)

Table 6.2.1 reveals a significant majority of passengers (96.25%) suggest that law enforcement officers should receive more training and workshops to improve their understanding and execution of tobacco control laws. Over half of the passengers (54.96%) advocate for increased resources and manpower to aid in the enforcement of the law. An equal (54.96%) support is seen for the idea that officers enforcing tobacco control laws should be publicly recognized for their efforts. These suggestions reflect the passengers' desire for improved preparedness and acknowledgment of law enforcement actions to enhance the effectiveness of tobacco control efforts. On the other hand, the transport Staff and Officials' Suggestions for Supporting Enforcement.

The above findings highlighted a shared emphasis from both passengers and transport staff on the importance of training and awareness programs to better support the enforcement of tobacco control laws. Passengers are particularly focused on the need for more resources, public recognition, and effective law enforcement, while transport staff emphasize the importance of management support, awareness campaigns, and visible anti-tobacco measures. Both groups

indicate that enhanced preparedness, support, and visibility are key to strengthening the enforcement of tobacco control provisions in the transport sector.

The transport staff feels effective leadership backing, clear directives, and the provision of adequate resources from the respective authorities can facilitate law enforcement. Based on the responses from transport staff and officials, reveal key insights into the support needed for the effective enforcement of tobacco control laws in the transport sector. The key suggestions from the Transport staff and officials are shown in Table 6.2.2.

Table 6.2.2: Transport staff/officials' suggestions in improving TC law enforcement in public transport and terminal areas

Particulars	Transport staffs' Response (%)*
Provide more training and awareness programs on tobacco control for transport workers	99.07
Install more anti-tobacco signage in visible places and provide related information materials	58.88
Strong guidance and support from the management and concerned authorities	62.62
*Multiple response	(n=107)

Table 6.2.2 shows, nearly all transport staff (99.07%) agree on the importance of providing more training and awareness programs related to tobacco control for transport workers. This response highlights the strong consensus that enhancing knowledge and awareness among transport staff is crucial for improving the enforcement of tobacco control laws and ensuring compliance within the transport system. Yet again, a significant portion of transport staff (58.88%) advocates for the installation of more visible anti-tobacco signage and the distribution of related informational materials. This indicates a recognition of the importance of visual reminders and public awareness efforts in promoting tobacco-free environments within transportation systems. A great portion of transport staff (62.62%) emphasizes the need for strong guidance and ongoing support from management and relevant authorities.

The findings underscore a clear emphasis on education, awareness, and visible reminders as critical components for strengthening tobacco control enforcement. The transport staff strongly support the idea of additional training and awareness programs for workers, the strategic placement of anti-tobacco signage, and ensuring robust support from management and relevant authorities. These insights suggest that a multifaceted approach, including staff training, public reminders, and organizational backing, is necessary to improve the enforcement of tobacco control laws in the transport sector.

CHAPTER 7: Conclusion

To tackle the challenges in tobacco control, empowering stakeholders through capacity building is essential. Training programs for transport operators, including bus drivers, conductors, and vessel crews, can help them understand the Tobacco Control Law and its health implications. Such training should also equip them with practical strategies for promoting compliance, such as displaying "No Smoking" signs and addressing violators diplomatically. Enforcement agencies, such as law enforcement personnel and transport regulators, also need specialized training. They should be trained in identifying violations, conducting coordinated enforcement drives, and collaborating with health authorities and NGOs for greater impact.

Communication campaigns are another critical component of effective enforcement. Public awareness campaigns must highlight the dangers of smoking and passive smoking in confined public spaces, emphasizing the rights of non-smokers to a smoke-free environment. These campaigns should also raise awareness about the penalties for violating the law, targeting both smokers and transport operators. In buses, ferries, and terminals, targeted messaging through posters, audio announcements, and videos can be highly effective. Engaging local celebrities to champion the cause can amplify the reach and impact of such messages. Grassroots community engagement initiatives can further strengthen compliance, as local advocacy groups can monitor and report violations, fostering a sense of accountability.

Leveraging technology can significantly enhance monitoring and enforcement. Mobile reporting platforms can enable passengers to report violations directly to authorities, while transport data can be used to identify high-risk routes for prioritizing enforcement efforts. These technological tools can make enforcement more efficient and transparent.

Policy measures also play a critical role in supporting enforcement efforts. Strengthening the legal provisions of the Tobacco Control Law, such as increasing fines for violations and penalizing transport operators for repeated offenses, can act as a deterrent. Regular audits of compliance levels in buses and water transport should be conducted, with the results published to encourage better performance. Public-private partnerships can also be instrumental in funding and supporting training programs, awareness campaigns, and enforcement drives.

In brief, enforcing the Tobacco Control Law 2005 in Bangladesh's bus and water transport sectors is vital to protecting public health. Through capacity building and communication, key stakeholders can be empowered to create a culture of compliance. With sustained efforts, it is possible to reduce tobacco-related harm, improve air quality, and protect the health of citizens in public spaces, making Bangladesh a model for effective tobacco control in public transport.

Annexure 1: Study Tools

A. Questionnaire for Passengers of Public Transports (Bus and Water Transports)

[Development Activities of Society (DAS) is conducting a survey to understand the current state of tobacco use and the enforcement of the Tobacco Control Law 2005 in bus terminals and river ports. Your participation is crucial in helping us promote a smoke-free environment in public transport areas. This survey is confidential and will take about 10-15 minutes to complete.]

Start time: _____

Bus Terminal: _____

[Intercity: Gabtoli, Mohakhali, Sayedabad;

Local: Azimpur, Mirpur, Mohammadpur, Victoria Park, Fulbaria]

River port: _____

[Dhaka Sadarghat and Aricha of Manikgonj]

A. DEMOGRAPHIC INFORMATION

1. Name of Respondent:

2. Respondent's Mobile No:

3. Age of Respondent:

- a. Under 18
- b. 18-25
- c. 26-40
- d. 41-60
- e. 61 and above

4. Gender:

- a. Male
- b. Female
- c. Other

5. Occupation:

- a. Student
- b. Employed (Public)
- c. Employed (Private)
- d. Business/Self-employed

- e. Housewife
- f. Unemployed
- g. Retired
- h. Other: _____

6. Frequency of Public Transport Use:

- a. Daily
- b. Weekly
- c. Monthly
- d. Occasionally

B: AWARENESS AND COMPLIANCE WITH TOBACCO CONTROL LAW 2005

7. Are you aware of the Tobacco Control Law 2005 that prohibits smoking in public places, including bus terminals and river ports?

- a. Yes
- b. No

8. Have you noticed any "No Smoking" signage in bus terminals/river ports?

- a. Yes
- b. No

9. Do you think the enforcement of the Tobacco Control Law is adequate in bus terminals and river ports?

- a. Yes
- b. No
- c. Don't know

9. How often do you see people smoking in bus terminals or river ports?

- a. Always
- b. Often
- c. Sometimes
- d. Rarely
- e. Never

C: EXPERIENCES AND OBSERVATIONS

10. Have you ever reported a smoking violation to transportation officials or law enforcement at bus terminals or river ports?

- a. Yes
- b. No

11. If yes, how did the officials respond?

- a. They took immediate action
- b. They did not take any action
- c. They were not available
- d. Other: _____

12. In your opinion, what are the common challenges in enforcing the Tobacco Control Law in these areas? (Select all that apply)

- a. Lack of awareness among passengers
- b. Insufficient signage
- c. Lack of enforcement by officials
- d. Cultural acceptance of smoking
- e. Lack of penalties for violations
- f. Other: _____

D: ATTITUDES AND BEHAVIORS RELATED TO TOBACCO USE

13. Are you a smoker?

- a. Yes
- b. No
- c. Former Smoker

14. If you are a smoker or former smoker, how often do you smoke in public transport areas (bus terminals/river ports)?

- a. Always
- b. Often
- c. Sometimes
- d. Rarely
- e. Never

15. Do you know about the affect of secondhand smoke in bus terminals or river ports?

- a. Yes
- b. No

16. Do you think creating a smoke-free environment in these areas will be beneficial?

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

E: RECOMMENDATIONS AND IMPROVEMENTS

17. What measures do you think can be taken to improve the enforcement of the Tobacco Control Law in bus terminals and river ports? (Select all that apply)

- a. Increase signage and public awareness campaigns
- b. Regular patrolling by law enforcement
- c. Stricter penalties for violators
- d. Education programs for transport staff and passengers
- e. Other: _____

18. How can transportation officials and law enforcement be better supported to enforce the law?

- a. Training and workshops
- b. Providing more resources and manpower
- c. Public recognition for enforcing the law
- d. Other: _____

19. Do you have any additional comments or suggestions regarding the enforcement of tobacco control laws in public transport areas?

[Thank you for participating in this survey. Your responses will help us create a healthier, smoke-free environment in public transport areas.]

End time: _____

B. Staff & Workers of Public Transports (Bus and Water Transports)

[Development Activities of Society (DAS) is conducting a survey to understand the current state of tobacco use and the enforcement of the Tobacco Control Law 2005 in bus terminals and river ports. Your participation is crucial in helping us promote a smoke-free environment in public transport areas. This survey is confidential and will take about 10-15 minutes to complete.]

Start time: _____

Bus Terminal: _____

*[Intercity: Gabtoli, Mohakhali, Sayedabad;
Local: Azimpur, Mirpur, Mohammadpur, Victoria Park, Fulbaria]*

River port: _____

[Dhaka Sadarghat and Aricha of Manikgonj]

A. DEMOGRAPHIC AND OCCUPATIONAL INFORMATION

1. Name of Respondent:

2. Respondent's Mobile No:

3. Age of Respondent:

- a. Under 18
- b. 18-25
- c. 26-40
- d. 41-60
- e. 61 and above

4. Gender:

- a. Male
- b. Female
- c. Other

5. Role in the Transport Sector:

- a. Bus Driver
- b. Bus Conductor
- c. Terminal Staff
- d. Launch (Ferry) Captain
- e. Launch (Ferry) Crew
- f. Port Staff
- g. Other: _____

6. Years of Experience in the Transport Sector:

- a. Less than 1 year
- b. 1-3 years
- c. 4-6 years
- d. 7-10 years
- e. More than 10 years

B: AWARENESS AND COMPLIANCE WITH TOBACCO CONTROL LAW 2005

7. Are you aware of the Tobacco Control Law 2005 that prohibits smoking in public places, including bus terminals and river ports?

- a. Yes
- b. No

8. Have you received any training or information regarding the Tobacco Control Law 2005 and its enforcement in your workplace?

- a. Yes
- b. No

9. How often do you observe compliance with the "No Smoking" policy in your workplace?

- a. Always
- b. Often
- c. Sometimes
- d. Rarely
- e. Never

10. Do you believe that the current enforcement of the Tobacco Control Law 2005 in your workplace is adequate?

- a. Yes
- b. No
- c. Not Sure

C: ROLES AND RESPONSIBILITIES

11. Are you responsible for enforcing the Tobacco Control Law 2005 in your workplace?

- a. Yes
- b. No

12. If yes, what actions do you take when you notice a violation. (Select all that apply)

- a. Warn the violator
- b. Report to higher authorities
- c. Ignore the violation
- d. Other: _____

13. What support do you receive from your employers or authorities to enforce the Tobacco Control Law? (Select all that apply)

- a. Training and guidelines
- b. Clear instructions and policies
- c. Materials like signage and posters
- d. Regular monitoring and feedback
- e. No support
- f. Other: _____

D: CHALLENGES AND BARRIERS

14. What are the main challenges you face in enforcing the Tobacco Control Law 2005 in your workplace? (Select all that apply)

- a. Lack of awareness among passengers and staff
- b. Inadequate support from management
- c. Cultural acceptance of smoking
- d. Fear of confrontation with violators
- e. Insufficient penalties for violations
- f. Other: _____

15. Have you ever faced any resistance or negative reactions when trying to enforce the law?

- a. Yes
- b. No

16. If yes, please describe the nature of the resistance or reaction:

E: ATTITUDES AND BEHAVIORS RELATED TO TOBACCO USE

17. Are you a smoker?

- a. Yes
- b. No
- c. Former Smoker

18. How often do you see your colleagues smoking in the workplace?

- a. Always
- b. Often
- c. Sometimes
- d. Rarely
- e. Never

19. Do you think creating a smoke-free environment in bus terminals and river ports is important?

- a. Strongly Agree
- b. Agree
- c. Neutral
- d. Disagree
- e. Strongly Disagree

F: RECOMMENDATIONS AND IMPROVEMENTS

20. What measures do you think can be taken to improve the enforcement of the Tobacco Control Law 2005 in your workplace? (Select all that apply)

- a. Increased training and awareness programs for staff
- b. More visible signage and information materials
- c. Stronger support from management and authorities
- d. Stricter penalties for violators
- e. Designated smoking areas away from public spaces
- f. Other: _____

21. How can transportation officials and law enforcement be better supported to enforce the law?

- a. Regular training and capacity building
- b. Provision of enforcement tools and materials
- c. Incentives and recognition for effective enforcement
- d. Other: _____

22. Do you have any additional comments or suggestions regarding the enforcement of tobacco control laws in public transport areas?

Thank you for participating in this survey. Your feedback is valuable in helping us create a healthier, smoke-free environment in public transport areas.

End time: _____

C. Checklist for Observation of public Transports and Terminals

Date: _____

Time of visit: _____

Bus Terminal: _____

[Intercity: Gabtoli, Mohakhali, Sayedabad;

Local: Azimpur, Mirpur, Mohammadpur, Victoria Park, Fulbaria]

River port: _____

[Dhaka Sadarghat and Aricha of Manikgonj]

1. Was there any such signage or signal that smoking is not allowed in the visited places?

- a. Yes
- b. No

2. Where was the "No Smoking" signage? (There may be more than one answer)

- a. At Entrance
- b. Platform/Deck
- c. In Cabin
- d. Canteen
- e. Anywhere Inside

3. What was the size of the "No Smoking" signage?

- a. Large and Obvious
- b. Small and Obscure

4. In which language was the "No Smoking" signage?

- a. Bengali
- b. English
- c. Both languages

5. Have you seen tobacco products being sold at or near the visited location?

- a. Yes
- b. No

6. Did you see any tobacco company promotion or anything like that at the premises/sales point(s) visited?

- a. Yes
- b. No

7. *If the answer is yes, what campaign did you see?*

- a. *Leaflet*
- b. *Sticker*
- c. *Packet Layout*
- d. *Price Sticker*
- e. *Point of Sale Layout*
- f. *Others = 6 (Specify)*_____

8. *Did you see any person smoking during terminal and launch-ferry inspection?*

- a. *Yes*
- b. *No*

9. *Have you seen smoking paraphernalia like Ashtray, Cigarette Packet, lighters, etc. at the places you visited?*

- a. *Yes*
- b. *No*

10. *Has there been recent smoking in the place you visited, i.e., do you smell bidi or cigarette smoke?*

- a. *Yes*
- b. *No*

11. *Have you seen bidi or cigarette butt left in the place you visited?*

- a. *Yes*
- b. *No*

12. *Did you see any signage that allowing smoking in the places you visited?*

- a. *Yes*
- b. *No*

D. Checklist for KII with Government officials and connecting stakeholders of public transports

[Development Activities of Society (DAS) is conducting a survey to understand the current state of tobacco use and the enforcement of the Tobacco Control Law 2005 in bus terminals and river ports. Your participation is crucial in helping us promote a smoke-free environment in public transport areas. This interview is confidential and will take about 20-25 minutes to complete.]

BACKGROUND INFORMATION OF THE RESPONDENT

Name:

Respondent's Mobile No:

Job title/Position:

Name of the organization or department:

Role in Transport Sector:

Specific role and responsibilities related to bus and/or water transport

CURRENT COMPLIANCE WITH TOBACCO CONTROL LAW 2005

1. How familiar are you with the Tobacco Control Law 2005 and its provisions?
2. What are the key aspects of the law relevant to public transport?
3. How is the Tobacco Control Law currently being implemented in your jurisdiction/area of responsibility?
4. What measures are in place to ensure compliance among bus/water transport operators?
5. What are the most common violations of the Tobacco Control Law you have observed in bus/water transport?
6. Who are the key stakeholders involved in the enforcement of the Tobacco Control Law in public transport (e.g., transport authorities, police, transport owners/operators)?
7. How do these stakeholders collaborate in enforcing the law? What roles and responsibilities do each stakeholder have?
8. What are the main barriers and challenges faced in enforcing the Tobacco Control Law in bus and water transport sectors? Are there any logistical, cultural, or economic factors that hinder enforcement?
9. What solutions do you propose to overcome these challenges? How can enforcement be improved?

ATTITUDES AND BEHAVIORS RELATED TO TOBACCO USE

10. What are the prevailing attitudes and behaviors regarding tobacco use among transport staff and passengers? Have there been any changes in these attitudes and behaviors in recent years?
11. How have enforcement activities affected tobacco use in public transport settings? Can you provide specific examples or observations?

SUGGESTIONS FOR CAPACITY BUILDING AND COMMUNICATION INITIATIVES

12. What types of training or capacity-building initiatives would benefit the enforcement of the Tobacco Control Law?
13. Who should be the target audience for these initiatives?
14. What communication strategies could be effective in promoting compliance with the law? How can public awareness be increased?
15. What Key Performance Indicators (KPIs) would you suggest to measure the success of the enforcement activities? How should data be collected and monitored to track progress?
16. Do you have any additional comments or insights that could help improve the enforcement of the Tobacco Control Law in the bus and water transport sectors?

[Thank you for participating in this survey. Your feedback is valuable in helping us create a healthier, smoke-free environment in public transport areas.]

Annexure 2: Study Team

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|-----------------------------|---------------------|
| 1. Principal Investigator | MD. ASRAR HABIB |
| 2. Program and data analyst | MR. SHAJJAD HOSSAIN |
| 3. Survey supervisor | |
| 4. Enumerators | |